THE CITY OF
CALGARY
LAND USE PLANNING & POLICY

Auburn Bay Community Plan

104-05058/

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Auburn Bay Community Plan

Office Consolidation

April 2004

Bylaw 15P2003
Approved January 19, 2004

Note: This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Description	Date
1	7P2004	a. Rename Community 'A' to Auburn Bay	2004 April 19

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and amendment thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

PUBLISHING INFORMATION

TITLE: Auburn Bay Community Plan

AUTHOR: Land Use Planning & Policy Division
Planning, Development & Assessment Department

STATUS: Bylaw 15P2003, Adopted by City Council 2004 January 19

PRINTING DATE: April 2004 Office Consolidation

ADDITIONAL COPIES:

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PREFACE

Auburn Bay is one of five residential communities located within the Southeast Planning Area. The community comprises approximately 360 hectares (890 acres) of land and is bounded by the Transportation and Utility Corridor (TUC) containing Marquis of Lorne Trail SE to the north, 196 Avenue SE to the south, Deerfoot Trail SE to the west and 52 Street SE to the east.

To coordinate the detailed planning for Auburn Bay, a comprehensive policy framework for the greater southeast planning area is required. This framework is provided through a regional policy plan. This regional policy plan, referred to as the *Southeast Planning Area Regional Policy Plan*, refines and applies The City's broader planning objectives to the southeast planning area as conveyed within its strategic planning documents (*i.e., The Calgary Plan, The Calgary Transportation Plan, Employment Centres Strategy*). Conversely, the *Auburn Bay Community Plan* (the 'Plan') provides a more detailed policy framework for Auburn Bay and identifies key land use, transportation, and servicing components needed for the planning implementation stages.

The planning process for the Plan involved meetings with the developer/landowner, the preparation of special engineering, transportation and land use studies, and input from the Administration, provincial departments, school boards, and other interested parties. Public input took the form of a formal Public Hearing held in accordance with the *Municipal Government Act* prior to the adoption of the Community Plan by by-law.

This Plan provides a "blueprint" for the future development of Auburn Bay, a community with a projected population of 17,000 residents. The foundation of the Plan consists of a series of goals that have been formulated through the planning process and form the basis of the policies in the document. These goals include:

- **creating a viable and cohesive community,**
- **developing a vital core commercial centre,**
- **providing local employment opportunities,**
- **fostering a sense of neighbourhood,**
- **accommodating a diversity of housing types,**
- **meeting active and passive recreational needs of residents,**
- **providing suitable sites for educational facilities,**
- **accommodating essential community amenities,**
- **protecting environmentally significant areas,**
- **creating an interconnected and efficient road network while facilitating alternative route and mode choices,**
- **promoting the use of public transit,**
- **encouraging walking and cycling, and**
- **supplying necessary utility infrastructure.**

The implementation of these goals will be achieved through the conceptual map and policy statements contained in the balance of the Plan.

1.0 INTRODUCTION

1.1 Purpose of the Plan

Community planning is the process of shaping the physical environment to achieve an orderly and compatible pattern of growth and to enhance the quality of life of a community's residents. The starting point for this process is an area structure plan or "community plan."

The purpose of a community plan is twofold. Firstly, it refines and implements The City's broader planning objectives as contained in its strategic planning documents (*i.e., The Calgary Plan, The Calgary Transportation Plan*) by promoting community development that is logical, compatible and sustainable. Secondly, a community plan guides and directs specific land use, subdivision, and development decisions that collectively determine the form a community will take.

To accomplish this purpose, a community plan must establish a broad framework for future development of a community. This framework consists of a future vision, a land use concept, a series of policy statements and implementation actions that work together to ensure that the plan is achieved. The framework should be concise, yet flexible. It should provide clear direction on a variety of land use planning issues for both the public and private sector. At the same time, the framework should promote creativity and innovation and be responsive to the ever-changing demands of the marketplace. In summary, a community plan must be formulated with the understanding that planning requires a visionary, balanced and dynamic approach if it is to be successful.

1.2 Authority of the Plan

The *Auburn Bay Community Plan* (the "Plan") is an area structure plan that has been adopted through a bylaw passed by Council in accordance with the *Municipal Government Act*. Section 633 of the *Municipal Government Act*, which authorizes a council to adopt an area structure plan, states:

> ***633(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.***
>
> ***(2) An area structure plan***
>
> ***(a) must describe***
>
> ***(i) the sequence of development proposed for the area,***
>
> ***(ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,***

(iii) the density of population proposed for the area either generally or with respect to specific parts of the area,
and

(iv) the general location of major transportation routes and public utilities,

and

(b) may contain any other matters the council considers necessary.

1.3 Timeframe of the Plan

The Plan is future-oriented and depicts how Auburn Bay is to be developed over an extended time period through a series of public and private sector initiatives. No specific timeframe is applied to the Plan although most of the proposed development is expected within a 20 to 25 year horizon.

1.4 Interpretation of the Plan

1.4.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or roads and utility rights-of-way.

1.4.2 Policy Interpretation

Where a purpose statement accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the purpose statement and a policy, the policy will take precedence.

Where "shall" is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where "should" is used in a policy, the intent is that the policy is to be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced instead.

Where a policy requires compliance at the Outline Plan/Land Use Amendment stage, that requirement may be deferred to the Subdivision Approval or Development Permit Approval stage without requiring an amendment to the Plan.

Where a policy requires submission of studies, analysis or information, the exact requirements and timing of the studies, analysis or information shall be determined at the Outline Plan/Land Use Amendment stage.

1.4.3 Guideline Interpretation

Appendix 1, Joint Use Site (JUS) Guidelines address the function and size of each JUS required within Auburn Bay and are intended to be applied at the Outline Plan/Land Use Amendment stage. Council or an Approving Authority shall have regard to these Guidelines when making a decision, but may deviate from the Guidelines as determined appropriate without requiring an amendment to the Plan.

1.5 Amendment of the Plan

To make any change to the text or maps within this Plan, an amendment to the Plan that includes a public hearing of Council shall be required in accordance with the *Municipal Government Act*.

Where an amendment to the Plan is requested, the applicant shall submit supporting information necessary to evaluate and justify the amendment.

1.6 Monitoring of the Plan

The policies within the Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary, these policies shall be updated through the plan amendment process either generally or in response to a specific issue.

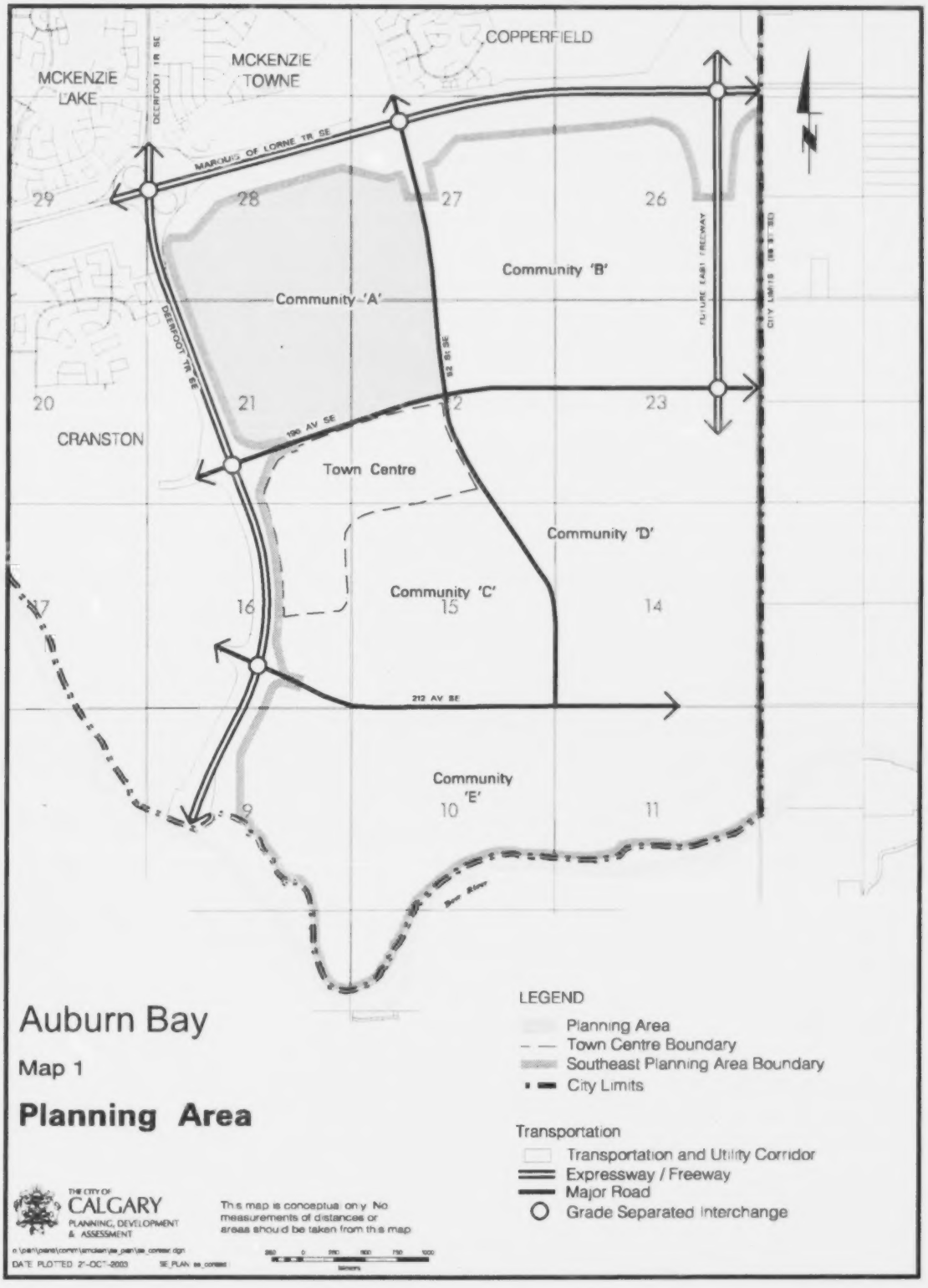
2.0 PLANNING AREA

2.1 Application of the Plan

The Community Plan applies to those lands comprising Auburn Bay as shown on the Planning Area map. Auburn Bay is located within the Southeast Planning Area in the southeast quadrant of the city and comprises approximately 360 hectares (890 acres) of land. The area is bounded by the Transportation and Utility Corridor (TUC) containing Marquis of Lorne Trail SE to the north, 196 Avenue SE to the south, Deerfoot Trail SE to the west, and 52 Street SE to the east. The Planning Area map also shows Auburn Bay in the context of the Southeast Planning Area.

2.2 Context of the Plan

Auburn Bay is one of five residential communities planned for the Southeast Planning Area. In addition, a town centre will be located immediately south of Auburn Bay, central to the community of Cranston and the Southeast Planning Area. The regional policy plan for the Southeast Planning Area provides a planning context for Auburn Bay as well as the balance of the other residential communities and the town centre. The *Southeast Planning Area Regional Policy Plan* also contains background information relevant to this Community Plan and should be consulted where information or analysis relating to Auburn Bay is required.



Planning Area

3.0 VISION AND GOALS

3.1 Vision of the Future

By the year 2025, Auburn Bay has developed into a thriving and successful community with some 17,000 residents making it their home. It is a community in which you can walk, cycle or take transit to school, work and for many other daily activities.

The community has many common unifying elements and consists of a number of distinct neighbourhoods. Each neighbourhood has a well-defined centre - a ***neighbourhood node*** *- that provides a meeting place for residents. These nodes consist of higher density housing, public open space, a bus stop, and where demand is sufficient, small retail or service uses such as a corner store, a coffee shop, or a daycare. These nodes promote transit use and serve as a gathering place for residents.*

Along the east boundary of the community is a ***transit station*** *with a concentration of housing and other transit supportive development. This area emphasizes a pedestrian-oriented environment where residents find the convenient walk to the station, the attractive and comfortable waiting area, and the efficient transit service, more desirable than commuting by car. The transit station area contains a* ***park 'n' ride*** *facility for residents who live beyond walking distances and choose to travel to the station by vehicle.*

The ***core commercial centre****, located in close proximity to the transit station is a thriving area anchored by a retail centre that provides goods and services sufficient to meet residents' daily needs. Although designed to accommodate vehicle traffic and on-site parking, the core commercial centre is clearly focused on providing pedestrian linkages within the site and to the transit station and community. The residential density at the core is fairly high, making the core a vibrant activity focus. People enjoy going to the core, since its location is convenient whether driving, cycling, walking or using transit and it brings residents together for a variety of occasions.*

A variety of ***park space*** *is available to meet the needs of residents. Smaller parks, to meet the* ***passive recreational needs*** *of the residents, are located throughout the residential neighbourhoods. These smaller parks provide younger residents with* ***creative play areas****. More* ***active recreational needs*** *– baseball and soccer – are accommodated at the public and separate school sites. Residents also enjoy natural and constructed* ***wetlands*** *that have been integrated as stormwater facilities and provide natural wildlife habitat within the community. In addition to the public green space, residents also enjoy a private* ***man-made lake and recreational facility****.*

The ***road network and pedestrian system*** *make getting around the community easy and convenient. Streets have been designed not just for cars but as public spaces where people feel at ease strolling, cycling and socializing. Vehicular and pedestrian connections to important destinations within the community, including the neighbourhood nodes, the core commercial centre and the transit station,* ***are apparent and convenient****.*

Overall, residents are better able to meet their needs closer to home ensuring additional time for leisure activity. In turn, residents enjoy a better quality of life and a ***strong sense of community****.*

3.2 Goals for the Community

Strong Identity
To create a viable and cohesive community with a distinct identity.

Commercial Vitality
To provide for a vital and attractive core commercial centre to meet the daily shopping needs of local residents.

Local Employment
To offer some local employment opportunities for people to work in close proximity to where they live and to foster a community focus.

Neighbourhood Focus
To encourage a sense of neighbourhood and provide a focal point for transit access and social interaction.

Housing Diversity
To accommodate a diversity of housing types to meet the needs of varying income groups and lifestyles.

Recreational Amenities
To satisfy the active and passive recreational needs of residents.

Educational Needs
To meet the community's educational needs through the provision of public and separate school sites.

Public Facilities
To accommodate public facilities to serve the recreational and spiritual needs of residents and to enhance their quality of life.

Natural Conservation
To conserve and protect environmentally significant areas where determined feasible and practical.

Balanced Transportation
To create an interconnected and efficient road network that balances the needs of motorists, transit service, pedestrians and cyclists, and facilitates alternative route and mode choices.

Pedestrian and Cyclist Circulation
To encourage walking and cycling as an alternative mode of travel within and between adjacent communities through the provision of convenient pathway and bikeway connections.

Transit Service
To promote the use of public transit through effective urban design, pedestrian facilities and efficient transit routing.

Utility Infrastructure
To supply waterworks, sanitary sewer, and stormwater sewer services, and other infrastructure to meet the demands of suburban growth.

4.0 LAND USE CONCEPT

4.1 Land Use Concept Map

The land use concept for Auburn Bay is shown on the Land Use Concept map. This concept consists of a series of areas and symbols that define a future land use pattern for the community.

4.2 Policy Direction

Section 5.0 of the Plan contains policies that apply to specific land use areas and symbols shown on the Land Use Concept map.

The remaining sections of the Plan provide for density, community development, reserve, transportation, servicing, growth management, planning review and implementation policies that will be applied to the Auburn Bay planning area as determined appropriate.

MARQUIS OF LORNE TR SE
DEERFOOT TR SE
52 ST SE
196 AV SE
JUS
JUS
JUS
JUS
JUS
N
Auburn Bay
Map 2
Land Use Concept
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
Community Boundary
Residential Area
Neighbourhood Node
Joint Use Site
Community Centre Site
Transit Station Planning Area
Core Commercial Centre
Natural Wetland Area
Private Recreation Area
Transportation and Utility Corridor
Expressway / Freeway
Major / Local Major Road
Primary Collector / Collector Road
Community Road Network
Grade Separated Interchange
Regional Pathway
LRT Alignment Below Grade
LRT Walk-on Platform
LRT Alignment

5.0 LAND USE POLICY AREAS AND SYMBOLS

5.1 Residential Area

5.1.1 Purpose

The purpose of the Residential Area is to provide for a range of low to medium density residential development. In addition, compatible and complementary high-density residential, institutional, recreational, and local commercial uses will be allowed within this area. Public parks will be interspersed throughout the residential area to serve the recreational needs of residents. The residential area comprises the majority of lands within the community. To encourage transit ridership, stops are provided throughout the community within a five-minute (400 metre) walking distance from most homes. The design of the residential area should present opportunities for all residents to identify with one or more distinct neighbourhoods within the community. The residential design will be determined through the Outline Plan/Land Use Amendment process.

5.1.2 Policies

(1) Composition of Residential Area

(a) Subject to policies of this Plan,

(i) single family and two family residential uses (duplex and semi-detached dwelling units) shall be the predominant use of land within the Residential Area,

(ii) alternative housing forms and special needs housing as addressed in section 7.1, institutional uses, recreational uses, public uses, and local commercial uses, and other similar and accessory uses to the above, may be allowed within the Residential Area where determined to be compatible and appropriate, and

(iii) open space shall be provided throughout the Residential Area to meet the active and passive recreational needs of residents.

(b) The general categories of uses identified under subsection (1)(a) shall be refined through the Land Use Districts applied within the Residential Area.

(2) Transit Service to the Residential Area

(a) The Residential Area shall

(i) be served by public transit, and

(ii) contain transit bus stops within a five-minute (400 metre) walking distance from most homes.

(3) Design of Residential Area

(a) The design for the Residential Area shall

(i) be determined through the Outline Plan/Land Use Amendment process,

(ii) emphasize opportunities for distinct neighbourhoods that comprise unifying elements to create a cohesive community, and

(iii) provide for residents to access adjacent communities and the town centre through roadway, walkway, pathway, and bikeway connections.

(4) Waste Recycling Facilities within Multi-Dwelling Developments

Waste recycling facilities should be included in the design of a multi-dwelling development project.

5.2 Neighbourhood Nodes

5.2.1 Purpose

The purpose of Neighbourhood Nodes is to provide a transit focus and meeting place for the surrounding residential area. These nodes will contain a concentration of higher density housing as well as other suitable transit-supportive uses (such as schools and daycares) located adjacent to transit stops. The transit stops shall include transit shelters and amenities designed to provide a comfortable waiting environment.

Connectivity of the Neighbourhood Node to the surrounding neighbourhood will be achieved through the convergence of roads and pathways on the node. The design of the Neighbourhood Node will ensure a strong pedestrian orientation and emphasize the street as the focus of neighbourhood activity. Transit Design Guidelines will be used when reviewing the neighbourhood nodes.

5.2.2 Policies

(1) Composition of Neighbourhood Nodes

(a) Subject to the policies of this Plan, a Neighbourhood Node

(i) shall contain

(A) one or more transit stops,

(B) a concentration of housing, and

(C) a park,

and

(ii) where determined appropriate may contain

(A) a school, and

(B) institutional, recreational, community, local commercial, or other uses determined to be transit-supportive.

(b) Notwithstanding subsection (1)(a)(i)(C), a park shall not be required where a joint use site or community centre site forms part of a Neighbourhood Node and its location and design meets the open space needs of the surrounding residential area.

(c) The composition of the Neighbourhood Node shall be refined and addressed through the Land Use Districts or subdivision conditions applied to the site, particularly in respect to residential development, as determined appropriate at the Outline Plan/Land Use Amendment stage.

(2) Transit Service to Neighbourhood Nodes

(a) A Neighbourhood Node shall be served by public transit and contain

(i) transit bus stop(s), and

(ii) in accordance with section 11.3.2(1), related transit-service amenities such as an attractive shelter and seating for pedestrians and convenient passenger drop-offs, where determined appropriate.

(3) Density of Neighbourhood Nodes

(a) A Neighbourhood Node shall contain a minimum of 2.0 net developable hectares (4.9 net developable acres) of residential land developed at a minimum density of 38 units per net developable hectare (15.0 units per net developable acre) located immediately adjacent to the transit stop(s).

(b) At the Outline Plan/Land Use Amendment stage, detailed information shall be submitted addressing the boundaries, composition and density of residential development within a Neighbourhood Node.

(4) Design of Neighbourhood Nodes

A Neighbourhood Node should be complementary to the surrounding neighbourhood while maintaining a distinct and identifiable character.

(5) Connections to Neighbourhood Nodes

(a) The road pattern and pedestrian routes from the surrounding residential area should converge at the Neighbourhood Node providing multiple and convenient connections to the node from the surrounding residential area.

(b) A Neighbourhood Node should be located

(i) along the collector road system in the general vicinity of the area shown on the Land Use Concept map, and

(ii) in an appropriate location relative to the surrounding neighbourhood.

5.3 Joint Use Sites

5.3.1 Purpose

The purpose of Joint Use Sites (JUS) is to provide for the development of public and separate schools together with sports fields and recreational areas on sites dedicated as creditable reserve land and jointly owned by The City and the respective school board(s). Joint Use Sites will be interspersed throughout the community to maximize their student catchment area and the design of a JUS will be determined at the Outline Plan/Land Use Amendment stage. Appendix I contains guidelines addressing the size of the Joint Use Sites identified on the Land Use Concept map. Joint Use sites should include sufficient parking to recognize the city wide nature of sports and recreational use by organizations in Calgary.

5.3.2 Policies

(1) Composition of Joint Use Sites

Subject to the policies of this Plan, the predominant use of land within a Joint Use Site shall be for public educational and recreational uses including but not limited to public and separate schools, sports fields, parks and playgrounds.

(2) Size of Joint Use Sites

The size of a Joint Use Site should be determined through the Outline Plan/Land Use Amendment process in accordance with the requirements of the Subdivision Authority and the Joint Use Co-ordinating Committee and having regard to Appendix I - Joint Use Site (JUS) Guidelines.

(3) Design of Joint Use Sites

Prior to Outline Plan/Land Use approval, a concept plan showing the proposed layout for a Joint Use Site within the application area, shall be prepared to the satisfaction of the Subdivision Authority having regard to the requirements of the Joint Use Co-ordinating Committee.

(4) Location of Joint Use Sites

(a) A Joint Use Site shall be suitably located in relation to its student catchment area.

(b) In order to comply with subsection (4)(a), a Joint Use Site shown on the Land Use Concept map may be relocated to the opposite side of an adjacent collector road within an Outline Plan/Land Use Amendment application without requiring an amendment to the map.

5.4 Community Centre Site

5.4.1 Purpose

The purpose of this site is to accommodate a community centre to serve the physical and recreational needs and enhance the quality of life of the community. The Community Centre Site is shown conceptually on the Land Use Concept map and its exact location, size and configuration will be determined through the Outline Plan/Land Use Amendment process.

5.4.2 Policies

(1) Composition of Community Centre Site

The Community Centre Site shall comprise municipal reserve land that is suitably sized and configured to accommodate a community centre and its related facilities.

(2) Size of Community Centre Site

(a) The Community Centre Site shall be

(i) 1.2 hectares (3.0 acres) to 1.6 hectares (4.0 acres) in size, and

(ii) appropriately integrated with a joint use site.

(3) Design of Community Centre Site

As part of an Outline Plan/Land Use Amendment application, a concept plan shall be submitted addressing design of the Community Centre Site.

5.5 Transit Station Planning Area

5.5.1 Purpose

The purpose of these policies is to provide for transit-oriented development adjacent to the future light rail transit (LRT) station. Transit-oriented development refers to types and patterns of land use, increased densities, an interconnected road pattern that encourages walking and cycling to the transit station, and pedestrian routes that are facilitated and enhanced by landscaping, building orientation and building scale. Transit-oriented development should make transit a more convenient, accessible and efficient transportation choice for people. To achieve higher densities around the future LRT station, the Transit Station Planning Area should be considered a "Special Density Area" that allows for higher densities in a variety of built forms.

The future LRT station is planned as a "neighbourhood station" serving the surrounding residential area and consists of a walk-on platform. Prior to development of the LRT, the area will be served by a number of buses including limited stop services (Bus Rapid Transit). Bus Rapid Transit (BRT) services will be provided along the future Southeast LRT line with limited stop bus service to the downtown. The BRT is frequent and will operate along existing roadways in mixed traffic but with priority at traffic signals and areas of congestion.

5.5.2 Policies

(1) Composition of the Transit Station Planning Area

(a) Subject to the policies of this Plan,

(i) the predominant use of land within the Transit Station Planning Area shall be

(A) low and medium density residential uses,

(B) a park 'n' ride facility,

(C) a core commercial centre, and

(D) local public park space.

(ii) Where determined to be compatible and appropriate, high density residential uses and live/work residential uses shall be allowed within the Transit Station Planning Area, and

(iii) institutional uses, recreational uses, public uses, and similar and accessory uses to the above, may be allowed within the Transit Station Planning Area where determined to be compatible and appropriate.

(b) A Core Commercial Centre

(i) shall be located on the periphery of the Transit Station Planning Area, or

(ii) may be located adjacent to the transit station where it can be demonstrated that

(A) the design, composition and size of the centre will form a highly transit-supportive development, and

(B) the location of the centre will not compromise the achievement of a strong relationship between residential development and the station.

(c) The general categories of uses identified under subsection (1)(a) shall be refined through the Land Use Districts applied within the Transit Station Planning Area.

(2) Density within the Transit Station Planning Area

(a) The Transit Station Planning Area shall be

(i) a "Special Density Area,"

(ii) excluded from the gross developable area of the balance of the community for the purpose of calculating density.

(iii) required to achieve a minimum density of 19.8 units per gross developable hectare (8.0 units per gross developable acre),

(iv) encouraged to achieve a minimum density of 25 units per gross developable hectare (10 units per gross developable acre),

(v) required to contain a minimum of 4.0 net developable hectares (10 net developable acres) of land containing a minimum of 180 dwelling units, and

(vi) encouraged to accommodate a variety of housing forms.

(b) The highest density residential development within the Transit Station Planning Area should be located closest to the transit station, conversely, the lower density residential development should be located furthest from the transit station.

(3) Park 'n' Ride Facility within the Transit Station Planning Area

(a) A park 'n' ride facility shall be required within the Transit Station Planning Area.

(b) The park 'n' ride facility shall

(i) contain a suitable area for bicycle parking and lock-up facilities,

(ii) accommodate 250 parking stalls, and

(iii) be designed to reduce the visual impact of surface parking.

(c) The park 'n' ride facility shall be located

(i) in proximity to the transit station where higher density housing or other transit-supportive uses are located immediately adjacent to the transit station; or

(ii) immediately adjacent to the transit station.

(d) Where the park 'n' ride facility is not located immediately adjacent to the transit station, convenient pedestrian access from the facility to the transit station shall be provided.

(4) Park Space within the Transit Station Planning Area

(a) The public park space within the Transit Station Planning Area should

(i) serve as a focal point for the area, and

(ii) be located in proximity to the higher density residential development and the transit station.

(5) Road Network within the Transit Station Planning Area

(a) The road network within the Transit Station Planning Area shall provide for interconnected and parallel streets creating a block-based design.

(b) While allowed on a limited and select basis only, the use of culs-de-sac, p-loops and similar self-contained road patterns should be minimized within the Transit Station Planning Area.

(6) Pedestrian Linkages within the Transit Station Planning Area

(a) Pedestrian linkages within the Transit Station Planning Area shall consist predominantly of a contiguous sidewalk system that emphasizes the public street and creates efficient and contiguous routes to the transit station.

(b) Walkways and pathways may be provided only where the sidewalk system under subsection (6)(a) cannot be practically achieved.

(c) Where public walkways and pathways are used as part of the primary pedestrian network to the transit station,

(i) walkways should be strategically located to provide convenient access, and

(ii) pathways should be appropriately lit.

(7) Building Orientation within the Transit Station Planning Area

(a) Building entrances within the Transit Station Planning Area should be oriented toward sidewalks and pedestrian areas.

(b) The design of the transit station shall be integrated with nearby buildings, public spaces and other features.

(8) Parking within the Transit Station Planning Area

At the Outline Plan/Land Use Amendment stage, opportunities for shared parking between other uses and the park 'n' ride facility should be considered within the Transit Station Planning Area.

(9) Comprehensive Planning of the Transit Station Planning Area

(a) In order to ensure comprehensive planning of the area, where the entire Transit Station Planning Area is not contained within the same Outline Plan/Land Use Amendment application, a shadow plan for the remaining portion of the Transit Station Planning Area shall be required to be submitted that is consistent with the policies in this section.

(b) The Outline Plan/Land Use Amendment application containing the Transit Station Planning Area shall include

(i) a density analysis verifying that the proposal complies with the applicable requirements of subsection (2), and

(ii) a planning report providing information on the land use composition for the Transit Station Planning Area, including a description of any intended non-residential development.

5.6 Core Commercial Centre

5.6.1 Purpose

The purpose of this area is to create a community-oriented commercial development that is strategically located within the community as well as establish the criteria and a review process for evaluating the Core Commercial Centre. The core is considered integral to community development and should contain a cohesive grouping of retail and service commercial uses integrated with complementary uses such as a recycling depot, a park, and multi-dwelling residential development. In addition, the design should include strong and convenient vehicle and pedestrian connections within the site and to the surrounding area. The commercial centre is required to contain a minimum gross floor area; however, the site design, size and composition of the centre will be determined through the Outline Plan/Land Use Amendment process.

5.6.2 Policies

(1) Composition of the Core Commercial Centre

(a) Subject to the policies of this Plan,

(i) the predominant use of land within the Core Commercial Centre shall be retail and service commercial uses located within a comprehensively planned Core Commercial Centre,

(ii) in order to create a cohesive shopping, living and leisure environment within or adjacent to the Core Commercial Centre

(A) institutional, recreational or public uses that complement and support the Core Commercial Centre shall be allowed, and

(B) multi-unit residential shall be required,

(iii) a site for a retail food store of no greater than 4,645 square metres (50,000 square feet) shall be allowed within the Core Commercial Centre, and

(iv) a city-owned and operated recycling depot should be provided in conjunction with the Core Commercial Centre or elsewhere in the community.

(2) Transit Service to the Core Commercial Centre

(a) The Core Commercial Centre shall contain convenient and well-defined pedestrian connections to the transit station.

(b) The Core Commercial Centre shall be served by public transit.

(c) In accordance with section 11.3.2(1), higher quality transit stops within the Core Commercial Centre containing an attractive shelter and seating for pedestrians, convenient passenger drop-offs, and telephones where determined appropriate should be provided.

(3) Size of the Core Commercial Centre

(a) The Core Commercial Centre as shown generally on the Land Use Concept map shall comprise a minimum of 2.4 net developable hectares (5.9 net developable acres) of commercial land.

(b) Subject to subsection (3)(a), the size of the commercial centre shall be consistent with a community-scale commercial centre.

(4) Design of the Core Commercial Centre

(a) The Core Commercial Centre shall contain as part of its design a well-defined pedestrian-oriented component with such elements as

(i) a highly visible and accessible location,

(ii) internal pedestrian routes to buildings and amenities,

(iii) a pedestrian precinct that integrates commercial buildings with adjacent related uses and includes walking, entertainment, and meeting areas,

(iv) predominantly smaller-scale businesses and shops, and

(v) strong and convenient pedestrian connections to the other uses on the site.

(b) In conjunction with the initial development permit application in the Core Commercial Centre, a design concept for the entire site shall be submitted showing the overall design in relation to subsection (4)(a).

(5) Site Design of the Core Commercial Centre

(a) The Core Commercial Centre should

(i) provide for a compatible interface treatment with adjacent development,

(ii) minimize the intermixing of commercial and residential traffic on internal roads within an adjacent residential area,

(iii) contain a visually appealing site design and landscaping treatment particularly when visible from roads with higher volumes of traffic,

(iv) be suitably integrated with any residential, institutional, recreational, and public uses within or adjacent to the site,

(v) connect to local and regional pathways, and be conveniently and directly accessible to pedestrians both within and adjacent to the site, and

(vi) ensure convenient and efficient road, pedestrian, and pathway connections that converge on the Core Commercial Centre from the surrounding residential area are provided.

5.7 Natural Wetland Area

5.7.1 Purpose

The purpose of the Natural Wetland Area is to provide for the protection of wetlands that are determined to be highly environmentally significant, notably the wetlands bordering the northern edge of the community. These wetlands may take the form of marshes and sloughs that have been determined to be of high local significance. To remain sustainable in the context of surrounding urban development, these wetlands are intended to be dedicated as environmental reserve (ER) land, acquired or otherwise protected, and engineered to remain sustainable over the longer term. A Biophysical Impact Assessment report should be submitted at the Outline Plan/Land Use Amendment stage in order to address the scale and significance of the wetlands. Since natural wetlands introduce provincial jurisdictional issues, the policies of this section, or any other policies in the Plan relating to wetlands, only apply where The City has the jurisdiction to address the wetland area.

5.7.2 Policies

(1) Composition of Natural Wetlands Area

(a) Subject to the policies of this Plan,

(i) recreational uses, in the form of natural parks and low intensity, unstructured recreational facilities, shall be the predominant use of land within the Natural Wetland Area, and

(ii) public uses, in the form of pathways, utilities and stormwater facilities, may be allowed to locate within the Natural Wetland Area where determined to be necessary and appropriate.

(b) The general classification of uses identified under subsection (1)(a) shall be refined through the Land Use Districts applied within the Natural Wetland Area.

(c) Wetlands within the Natural Wetland Area shall be dedicated as reserve land, acquired or otherwise protected in accordance with section 8.2.

(d) Notwithstanding subsection (1)(a), (b), and (c), where it is determined that a natural wetland within the Natural Wetland Area cannot be legally or practically dedicated, acquired or otherwise protected in accordance with section 8.2, the natural wetland shall be considered to be developable land and the policies of the adjacent Land Use Area as shown on the Land Use Concept map shall apply without requiring an amendment to the map.

(2) Evaluation of Natural Wetland

(a) The natural wetland within the Natural Wetland Area shall be subject to a Biophysical Impact Assessment report submitted in conjunction with an Outline Plan/Land Use Amendment application.

(b) Where the Natural Wetland Area extends into the Transportation and Utility Corridor, negotiations with the Province of Alberta, The City and the developer shall occur at the Outline Plan/Land Use Amendment stage in order to resolve the function of the natural wetland.

(3) Protection of Natural Wetlands

(a) A natural wetland that is dedicated as reserve, acquired, or otherwise protected shall be retained in a natural state except for

(i) the addition of passive recreational amenities such as pathways, benches and viewing areas considered necessary to enhance the public enjoyment or access to the area,

(ii) naturalized planting or landscaping considered necessary to restore or improve the wetland and its immediate shoreline, and

(iii) engineering measures considered necessary to integrate the area with surrounding development and ensure its sustainability within an urban context.

(4) Mitigative Measures for Development of a Natural Wetland Area

(a) Where it can be demonstrated to the satisfaction of the Approving Authority that the retention of a natural wetland qualifying as ER is not practical or feasible due to the inherent constraints of the site, the following compensatory measures may be introduced as an alternative to retaining that wetland:

(i) restoration or enhancement of other wetlands located on lands under the same ownership as the subject wetland that do not otherwise qualify as ER:

(ii) creation of an engineered wetland in another location of a similar quality and function as the original wetland that serves as part of a naturalized stormwater management system.

(5) Protection of Other Natural Wetlands

Notwithstanding any policy to the contrary, where it is determined through a Biophysical Impact Assessment that a natural wetland is environmentally significant and needs to be protected, the relevant policies of this section and the balance of the Plan shall apply in the same manner as if the natural wetland were identified on the Land Use Concept map.

(6) Jurisdiction Over Wetlands

(a) Prior to Outline Plan/Land Use Amendment approval, the jurisdiction over a natural wetland within the application area should be resolved to the satisfaction of The City.

(b) The policies of this section, or any other policies contained within this Plan relating to a natural wetland, shall only apply where it is determined that The City has jurisdiction over the natural wetland to apply those policies.

(c) Where The City does not have jurisdiction to apply policies over a natural wetland, the policies may be used as a guideline where determined appropriate.

5.8 Private Recreation Area

5.8.1 Purpose

The purpose of this area is to accommodate the development of a private man-made lake and recreation area within the community. The man-made lake and recreation area will be located on a site that is owned and maintained by a residents association. This use would be developed as a marketing feature and community amenity by a developer and would serve as a privately-owned and self-supporting recreational amenity in addition to the public recreational lands within Auburn Bay. The Private Recreation Area is generally located as shown on the Land Use Concept map. The symbol on the Land Use Concept map reflects the principle that a private recreational use may be suitable and appropriate in this location following a site specific evaluation of the proposal at the Outline Plan/Land Use Amendment stage.

5.8.2 Policies

(1) Composition of the Private Recreation Area

Subject to the policies of this Plan, the predominant use of land within the Private Recreation Area shall be a man-made lake and associated recreational amenities located on land that is owned and maintained by a residents association whose membership includes all of the residential parcels within the community.

(2) Design of Private Recreation Area

(a) A man-made lake within the Private Recreation Area shall

(i) be integrated with the community in a suitable and compatible manner, and

(ii) not compromise the structure or function of the community in terms of its size or configuration.

(3) Density of the Private Recreation Area

(a) The Private Recreation Area shall

(i) be a "Special Density Area." and

(ii) where determined appropriate by the developer and as a compensatory measure for residential development replaced by the private lake, be included in the density calculation for the balance of the community in order to allow for the transfer of residential density on the lake to other lands owned by the developer.

(4) Evaluation of the Private Recreation Area

(a) Prior to Outline Plan/Land Use approval, the developer shall submit a concept plan and planning report for the Private Recreation Area describing

(i) the nature and type of facilities.

(ii) the membership boundaries of the residents association responsible for the ownership and management of the proposed private recreational use.

(iii) the method of addressing residential density in relation to the Private Recreation Area.

(iv) the method of dealing with creditable reserve owing on the proposed Private Recreation Area.

(v) the interface conditions and pedestrian and vehicle access to the proposed area, and

(vi) the intended design of the private recreational use on the site.

6.0 DENSITY POLICIES

6.1 Residential Density

6.1.1 Purpose

The purpose of these policies is to ensure that residential development in the community occurs within an acceptable density range in order to reduce land consumption and servicing costs and to promote transit use. Accordingly, the policies establish a target density range for Auburn Bay. Compliance with this target density range will be evaluated at the Outline Plan/Land Use Amendment stage as well as the Subdivision Approval stage and, if necessary, the Development Approval stage.

6.1.2 Policies

(1) Density Range

The required residential density to be achieved within the community shall be a minimum of 14.8 units per gross developable hectare (6.0 units per gross developable acre) and a maximum of 19.8 units per gross developable hectare (8.0 units per gross developable acre).

(2) Application of Density Range

(a) At the Outline Plan/Land Use Amendment stage, the density requirements of subsection (1) shall apply to:

(i) each ownership area in the community, unless two or more land owners enter into a satisfactory arrangement that ensures the density requirements will be met through a transfer of units among the ownership areas; and

(ii) each Outline Plan/Land Use Amendment submission in the community unless a developer can demonstrate that any inconsistency with the density requirements can be addressed through a future Outline Plan/Land Use Amendment submission in the community.

6.2 Density Flexibility

6.2.1 Purpose

The purpose of these policies is to allow for exceptions to the density range identified in section 6.1. The exceptions would be allowed in two circumstances: where Council grants a variance to the density range in accordance with established criteria and the provisions of section 1.4.2 of this Plan; or where Council identifies lands as a "Special Density Area" and accordingly applies specific density requirements to those lands through policy statements within this Plan. Both exceptions are introduced in recognition that unique circumstances may arise that support a lower or higher density on a site.

6.2.2 Policies

(1) Variance to Density Range

(a) The density range required in section 6.1.2(1) may be varied on a site specific basis in accordance with section 1.4.2 of this Plan

(i) provided that the proposed density will not compromise the ability of other sites to achieve the density range required in section 6.1.2(1), and

(ii) in the case of a density above 19.8 units per gross developable hectare (8.0 units per gross developable acre), the higher density

(A) can be accommodated by the transportation network and utility servicing system, and

(B) can be effectively served by schools and other essential services and amenities.

(2) Application of "Special Density Area"

(a) Where determined appropriate, Council may identify an area as a "Special Density Area" in the Plan.

(b) Where an area is identified as a "Special Density Area"

(i) the density requirements of section 6.1.2(1) shall not apply, and

(ii) new density policies shall be introduced that are determined appropriate and consistent with the planning objectives for the area.

7.0 COMMUNITY DEVELOPMENT POLICIES

7.1 Housing Diversity

7.1.1 Purpose

The purpose of these policies is to encourage a diversity of housing to meet the needs of different income groups and lifestyles within Auburn Bay. While the predominant housing form within suburban areas will continue to be single-detached dwellings, demands for alternative and special needs housing will arise particularly as a community grows and matures. Sites for alternative and special needs housing are not identified on the Land Use Concept map but will result from private sector initiatives and public sector programs. The location, scale and composition of these housing projects will be addressed at the Outline Plan/Land Use Amendment stage.

7.1.2 Policies

(1) Alternative Housing Forms

(a) In addition to single-detached dwellings on conventional-sized lots, a mixture of alternative forms of housing shall be encouraged and supported within the community in order to meet the needs of different income groups and lifestyles.

(b) Alternative forms of housing may include, but are not restricted to

(i) single-detached housing (on narrow lots),

(ii) two-family housing (duplexes, semi-detached dwelling units),

(iii) multi-dwelling housing (tri-plexes, fourplexes, townhouses, stacked townhouses, apartments),

(iv) secondary housing (studio suites, accessory suites),

(v) live-work housing, and

(vi) innovatively-designed or managed housing projects.

(2) Special Needs Housing

(a) Special needs housing shall be encouraged and supported within the community in order to meet the needs of different income groups and lifestyles.

(b) Special needs housing may include, but is not restricted to

(i) subsidised housing,

(ii) affordable housing,

(iii) special care facilities,

(iv) senior citizen housing, and

(v) handicap housing.

(3) Location of Alternative and Special Needs Housing Projects

(a) Alternative housing and special needs housing should, wherever possible and practical, be located

(i) in proximity to the core commercial centre, a neighbourhood node, or the transit station;

(ii) along public transit routes;

(iii) adjacent to parks and open space; and/or

(iv) in conjunction with complementary community facilities and amenities.

(4) Housing Compatibility

Alternative housing and special needs housing should be located and designed in a compatible and integrated manner with adjacent residential development.

7.2 Community Vitality

7.2.1 Purpose

The purpose of these policies is to provide for the development of a broad range of community facilities considered necessary to serve the recreational, educational and spiritual needs of residents within the community and to enhance their quality of life. These uses will be encouraged and supported and should preferably locate in conjunction with the core commercial centre, a neighbourhood node or other activity focus.

7.2.2 Policies

(1) Community Uses

(a) Uses that provide a sense of community or meet the spiritual and family needs of residents and enhance their quality of life shall be encouraged and supported in the community.

(b) These uses may include, but are not restricted to

(i) child care facilities,

(ii) special care facilities,

(iii) faith facilities,

(iv) recreational facilities, and

(v) public and quasi-public uses.

(2) Community Use Location

(a) Wherever possible and practical, community supportive uses should be located

(i) in conjunction with the core commercial centre, a neighbourhood node, or the transit station,

(ii) along transit routes, and/or

(iii) in proximity to joint use sites.

8.0 RESERVE POLICIES

8.1 Creditable Reserve Dedication

8.1.1 Purpose

The purpose of these policies is to provide for the dedication of reserve land in order to meet the educational and recreational needs of the community. Creditable reserve owing on lands being subdivided will be dedicated as reserve land rather than being paid as money-in-lieu of land. Reserve will be used to create joint use sites, a variety of parks such as neighborhood parks, sub-neighborhood parks and linear parks, and to accommodate community and recreational facilities. Most decisions on creditable reserve dedication will be made at the Outline Plan/Land Use Amendment stage.

8.1.2 Policies

(1) Dedication of Creditable Reserve

Unless unique situations arise, creditable reserve should be dedicated through the subdivision process as reserve land in the full amount owing as opposed to the payment of money-in-lieu of reserve land.

(2) Voluntary Dedication of Creditable Reserve

A developer may be allowed to dedicate creditable reserve land in excess of the requirements of the *Municipal Government Act* on a voluntary basis through the subdivision process subject to a site-specific evaluation of the proposal.

(3) Deferral of Creditable Reserve

The Subdivision Authority may register a deferral of creditable reserve against the title of a parcel of land owing creditable reserve in order to defer a decision on reserve, pending the future subdivision of a parcel and provided that the parcel will retain its potential for further subdivision.

(4) Creditable Reserve Lands Utilized for Joint Use Sites

Joint Use Sites and the Community Centre Site serving Auburn Bay shall be comprised of creditable reserve land.

(5) Creditable Reserve Owing on the Private Recreation Area

(a) Creditable reserve owing on the Private Recreation Area shall be addressed through one or more of the following:

(i) the transfer of reserve through a deferred reserve caveat to be registered against the title of other lands owned by the developer within the Town Centre, located immediately south of 196 Avenue S.E.;

(b) the payment of money-in-lieu of land to the Reserve Fund;

(c) the dedication as reserve land within the community.

8.2 Environmental Reserve Dedication

8.2.1 Purpose

The purpose of these policies is to provide a basis for making decisions on the dedication of environmental reserve (ER) within Auburn Bay. The dedication of ER will mainly occur within the Natural Wetland Areas as shown on the Land Use Concept map but may also involve natural wetlands or other environmentally significant features located outside this area. In most cases, a natural wetland or an environmentally significant feature will be dedicated as ER land in accordance with the *Municipal Government Act*. Where this is not possible or feasible, other alternatives for addressing the protection of the wetland or feature will be considered.

8.2.2 Policies

(1) Dedication of Environmental Reserve

Lands located within the Natural Wetland Area, or elsewhere within the planning area, comprising environmentally significant areas that qualify as ER under the *Municipal Government Act*, should be dedicated as ER through the subdivision process.

(2) Alternative Protection of Environmentally Significant Areas

(a) Where determined practical and feasible, lands within the Natural Wetland Area or elsewhere within the planning area that are environmentally significant but do not qualify as ER under the *Municipal Government Act*, may be protected in their natural state through alternative means as determined appropriate by Council or an Approving Authority including, but not limited to

(i) dedication of the lands as municipal reserve,

(ii) purchase of the lands,

(iii) application of development controls to achieve mandatory protection of the lands, or

(iv) introduction of development incentives to encourage voluntary protection of the lands.

(3) Grading of Environmental Reserve Land

(a) Grading or other disturbance of lands to be dedicated as ER shall not be allowed unless another reasonable and workable design alternative to avoid grading or disturbance does not exist.

(b) Any grading or other disturbance allowed in accordance with subsection (3)(a) shall be

(i) minimized insofar as possible,

(ii) integrated with the landform in a compatible and adaptive manner, and

(iii) restored to a natural state by the developer.

(4) Voluntary Dedication of Environmental Reserve

ER may be allowed to be dedicated in excess of the requirements of the *Municipal Government Act* on a voluntary basis through the subdivision process subject to a site specific evaluation of the proposal by the Subdivision Authority.

8.3 Stormwater Facilities on Reserve Land

8.3.1 Purpose

The purpose of these policies is to provide a basis for addressing the development of stormwater facilities on reserve land. These policies are intended to augment the already approved policies, standards and guidelines relating to this matter. As such, the policies focus on wet ponds and, in particular, engineered stormwater wetlands on environmental reserve and the circumstances under which such a proposal will be acceptable.

8.3.2 Policies

(1) Stormwater Ponds on Reserve Land

(a) A stormwater pond shall be located on a public utility lot.

(b) Notwithstanding subsection (1)(a), and subject to the applicable policies, guidelines, and standards in effect addressing stormwater ponds on reserve land

(i) stormwater detention (dry) ponds may be allowed to be located on lands dedicated as creditable reserve land provided that

(A) a maximum of one third of the creditable reserve land dedicated within the community is encumbered by dry ponds, and

(B) a maximum of one third of the creditable reserve land on a landownership basis is encumbered by dry ponds, unless landowners within the community agree to apply this requirement to their combined ownership areas, and

(ii) an engineered stormwater wetland may be allowed to be located on lands dedicated as environmental reserve where the lands comprise

(A) a man-made wetland that is determined to be acceptable and beneficial to the area subject to a planning, engineering and financial evaluation, or

(B) subject to section 5.7.2(6) a natural wetland that is required to be integrated into the stormwater managment system to ensure its long term sustainability in an urban context.

(2) Development of Stormwater Ponds on Reserve Land

(a) Where an engineered stormwater wetland is dedicated as ER, the pond shall be

(i) designed in a satisfactory manner, and

(ii) developed to provide a quality wildlife habitat and suitable recreational opportunities.

(b) An engineered stormwater wetland dedicated as ER shall be located and configured to enhance and support the natural open space system.

(c) Creditable reserve land may be dedicated in conjunction with ER land accommodating an engineered stormwater wetland, where the reserve land is considered necessary to complement the recreational use and wildlife habitat relating to the pond.

9.0 TRANSPORTATION POLICIES

9.1 Regional Road Network

9.1.1 Purpose

The purpose of these policies is to provide for a regional road network that is functional, safe and efficient. The road network bordering Auburn Bay has been defined through a comprehensive Transportation Study undertaken for the area. The network consists of freeways, expressways, and majors that carry traffic through the area and provide access to the community. The general location of the regional roads is shown on the Land Use Concept map. 52 Street SE and 196 Avenue SE are entrances to the Southeast Planning Area. A potential to design these entrances to establish a unique character for the Southeast Planning Area exists. In particular, the design of 196 Avenue SE is highly important due to the proximity to the town centre.

9.1.2 Policies

(1) Transportation and Utility Corridor

(a) The Transportation and Utility Corridor (TUC) (Marquis of Lorne Trail SE) alignment shown on the Land Use Concept map may be subject to refinement, and any surplus TUC lands should, where possible, be incorporated into the community design.

(b) No development, including berming, grading or other land disturbances, shall be allowed within the TUC without permission being granted from the Province of Alberta.

(c) Prior to Outline Plan/Land Use approval, and in consultation with the Province of Alberta, the provision of visual screening and sound attenuation for urban development in relation to the TUC shall be resolved.

(2) Regional Road Network Alignment

(a) The regional road rights-of-way, and the related interchange areas, shall be generally located as shown on the Land Use Concept map.

(b) The final alignment of all regional roads and their related interchanges shall be determined through a Functional Study or Design Analysis.

(c) Prior to completion of the Functional Study or Design Analysis, land use or subdivision approval on lands adjacent to a regional road should be withheld where such approval would compromise the final alignment of this roadway.

(3) Emergency Access

As required, emergency access to the developing portion of the community shall be identified at the Outline Plan/Land Use Amendment stage, and maintained in a satisfactory manner.

(4) Design of 196 Avenue SE

(a) 196 Avenue SE should be designed as a six lane "gateway boulevard" that extends from Deerfoot Trail SE to 52 Street SE.

(b) Where determined appropriate, the design of 196 Avenue SE should incorporate the following:

(i) sidewalks/pathways on both sides of the road and trees/shrubs within the boulevard and the median, and

(ii) design elements such as ornamental streetlights, entrance signage/features at intersections and complementary landscaping treatment to encourage movement and integration across the road.

(c) 196 Avenue SE should be renamed to reinforce its unique role with the name to be determined as part of the initial Outline Plan/Land Use Amendment approval involving this road.

(d) Any Outline Plan/Land Use Amendment applications within Auburn Bay that borders on 196 Avenue SE should include a concept plan showing the full width of 196 Avenue SE.

(e) As a condition of Outline Plan approval, the developer should be required to

(i) submit design drawings, cross-sections and plan views showing the design of the road and related features,

(ii) submit a landscape concept plan showing the number, location and type of trees, shrubs, and other landscaping elements, to be planted within the boulevard and median of 196 Avenue SE, and

(iii) construct the road and special features as required in accordance with the approved plans and cross-sections submitted.

(f) Subject to cost recovery arrangements satisfactory to The City, the developer may be required to install traffic signals at intersections along 196 Avenue SE at an earlier stage than would normally be warranted in order to accommodate safe and efficient pedestrian movements.

(5) Design of 52 Street SE

(a) 52 Street SE should be designed

(i) as a six lane "major" that extends from Marquis of Lorne Trail SE to 196 Avenue SE,

(ii) to contain sidewalks/pathways on both sides of the road and trees/shrubs within the boulevard and the median, and

(iii) to reduce the barrier effect of this road on the adjacent community.

(b) Any Outline Plan/Land Use Amendment application that borders on 52 Street SE shall include at least half the ultimate width of 52 Street SE.

(c) As a condition of Outline Plan approval, the developer should be required to

(i) submit functional design drawings, cross-sections and plan views showing the design of the road and its relationship to existing and proposed development, and

(ii) subject to 11.3.2(1), construct the road and special features as required in accordance with functional design drawings and cross-sections.

9.2 Internal Road Network

9.2.1 Purpose

The purpose of these policies is to provide for an internal road network within the community that accommodates vehicular and pedestrian traffic in a safe, efficient and balanced manner. In this regard, the internal road network will need to meet design criteria that emphasize and accommodate transit use, pedestrian circulation and connectivity within the community. The detailed alignment of the road network within the community will be determined through the Outline Plan/Land Use Amendment process.

9.2.2 Policies

(1) Preliminary Road Network

(a) The internal road network shown on the Land Use Concept map is preliminary only and shall be refined at the Outline Plan/Land Use Amendment stage.

(b) As determined appropriate, the Land Use Concept map shall be amended to ensure conformity between the map and Outline Plan/Land Use Amendment.

(2) Road Network Design

(a) The design of the internal road network should provide for the following:

(i) sensitivity to existing wetlands;

(ii) convenient connections and multiple route choices to origin/destination points within the community;

(iii) connections along roads, in preference to walkway connections, to meet transit coverage requirements and achieve vehicular and pedestrian connectivity throughout the planning area;

(iv) interconnected pedestrian systems within the residential neighbourhood;

(v) road connections that converge toward the neighbourhood nodes, the core commercial centre and the transit station; and

(vi) transit routes that are efficient.

(b) An internal road network comprised of interconnected streets creating multiple routing options for pedestrians and motorists should be provided within and around the neighbourhood nodes, the core commercial centre, and the transit station planning area.

(3) Community Road Network Concept Plan

In conjunction with an Outline Plan/Land Use Amendment application, a Community Road Network Concept should be submitted showing the alignment of the major/collector road network for the balance of the community that is not included within the application or a previously approved Outline Plan/Land Use Amendment application.

9.3 Pedestrian and Bicycle Circulation

9.3.1 Purpose

The purpose of these policies is to provide for direct and convenient pedestrian and bicycle circulation within the community by means of regional and local pathways, pedestrian crossings, and other elements. Regional pathways are intended to create connections through and between communities. Local pathways, including sidewalks and walkways, are intended to create an interconnected system within communities that is pedestrian and transit-supportive. Bikeways complement the pathway network by identifying on-street areas open to bicycle travel. The intent of on-street bikeways is not to require additional road rights-of-way or increased pavement width but rather to provide a signed bike route within the community where determined appropriate.

9.3.2 Policies

(1) Regional Pathways

(a) The regional pathway should

(i) generally, be aligned as shown on the Land Use Concept map,

(ii) wherever possible, be located within or integrated with a park or natural feature, and

(iii) promote walking and cycling throughout residential areas.

(b) Where the regional pathway cannot be located within or integrated with a park or natural feature, it may locate within a road right-of-way in the form of a pathway constructed in place of a sidewalk.

(c) Safe and convenient regional pathway crossings should be provided across

(i) Deerfoot Trail to link Cranston to the west at the 196 Avenue SE interchange;

(ii) Marquis of Lorne Trail to link East McKenzie to the north at the 52 Street SE interchange;

(iii) 52 Street SE to link the future Community 'B' to the east; and

(iv) 196 Avenue SE to link the Town Centre to the south.

(2) Local Pathways, Sidewalks, Walkways, and Bikeways

(a) The alignment of local pathways should be determined at the Outline Plan/Land Use Amendment stage.

(b) The pathway, sidewalk, walkway, and bikeway system should be designed to

(i) promote walking and cycling throughout residential areas,

(ii) support transit use,

(iii) link origin/destination points within the community, and

(iv) connect to the regional pathway system.

9.4 Bus Transit Service

9.4.1 Purpose

The purpose of these policies is to provide for convenient and efficient bus transit service within the community. The community will be served by feeder and express bus transit routes that will extend throughout the area. Express buses will operate only until the extension of light rail transit (LRT) occurs in the community. Transit service areas, stops and routes will be identified at the Outline Plan/Land Use Amendment stage.

9.4.2 Policies

(1) Transit Service Areas

(a) Transit service area requirements should be achieved through the provision of

(i) convenient roadway connections between residential development and transit stops, or

(ii) walkways or transit stops that are situated to improve transit coverage.

(2) Transit Stops

(a) Transit stops should be located to:

(i) serve higher density residential development, activity nodes and commercial centres,

(ii) provide convenient transit service, and

(iii) achieve walking distance requirements.

(b) In accordance with section 11.3.2(1) transit stops should be equipped with suitable amenities such as benches, shelters, and passenger drop-offs where use warrants.

(3) Transit Routes

(a) The design of the road network should provide for efficient transit routes within the community.

(b) The transit routes shall be defined at the Outline Plan/Land Use Amendment stage.

9.5 Light Rail Transit

9.5.1 Purpose

The purpose of these policies is to provide for the development of the light rail transit (LRT) line and "neighbourhood station" within the community. The alignment of the LRT line and the location of the related station are generally shown on the Land Use Concept map. The location of the LRT line and related station will be determined through a Functional Study. The "neighbourhood station" will require a park 'n' ride (approximately 250 parking spaces) facility.

9.5.2 Policies

(1) LRT Alignment

(a) The alignment of the LRT line and the location of the related station area as shown on the Land Use Concept map are conceptual only and their exact alignment and location with respect to the 52 Street SE and 196 Avenue SE rights-of-way shall be determined through a Functional Study.

(b) Until the Functional Study is complete, land use or subdivision approval may be withheld on lands adjacent to the LRT line and the related station where it is determined that approval could compromise the final location of the line or the station.

(2) LRT Station

(a) The design of the LRT station shall

(i) not create a large separation between transit users and the station.

(ii) be integrated with the neighbourhood.

(iii) enhance safety and visibility for transit patrons.

(iv) allow the opportunity for sound attenuation measures to be introduced where required. and

(v) accommodate feeder bus access.

10.0 SERVICING POLICIES

10.1 Utility Infrastructure

10.1.1 Purpose

The purpose of these policies is to ensure that adequate utility infrastructure is provided to serve urban development throughout the community. Any development within the area will need to be fully serviced with piped municipal utilities (water, sanitary sewer, and stormwater) as well as shallow utilities (gas, electrical, telecommunications). Utilities will need to be constructed prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of utility services through the development. Utility alignments will be identified at the Outline Plan stage and confirmed prior to or during the Tentative Plan/Construction Drawing Approval stage.

10.1.2 Policies

(1) Municipal Utilities

(a) Urban development within the planning area shall be serviced with piped municipal water, sanitary sewer and stormwater utilities.

(b) The alignment and capacity of water distribution and feeder mains, sanitary sewer feeder mains and trunks and stormwater feeder mains and trunks should be to the satisfaction of The City, based upon utility servicing studies and analysis.

(c) Utility rights-of-way and easements shall be provided to accommodate municipal utilities as determined necessary.

(d) Utility rights-of-way and easements, public utility lots and road rights-of-way may be required to be pre-dedicated or registered across undeveloped land as determined necessary to facilitate orderly and sequential urban development.

(e) Ministerial consent shall be required to accommodate utilities in or across the Transportation and Utility Corridor (TUC) lands.

(2) Shallow Utilities

(a) Urban development within the planning area shall be serviced with shallow utilities (i.e., gas, cable, electricity, and telephone).

(b) The location of all shallow utilities and the provision of rights-of-way and easements and related line assignments should be addressed to the mutual satisfaction of The City, the landowner and the utility companies.

(c) Utility rights-of-way and easements shall be provided to accommodate shallow utilities as determined necessary.

(3) Utility Alignments

(a) Utility rights-of-way and easements and public utility lots shall be provided as required to accommodate the development or the extension of municipal utilities necessary for development.

(b) Prior to Outline Plan/Land Use approval, a developer shall submit studies and information determined necessary to identify the location and alignment requirements for utilities within the development.

(c) A developer may be required to provide, or enter into an agreement to provide when required, the utility rights-of-way or easements necessary to accommodate the extension of municipal utilities through or adjacent to a site in advance of development in order to allow for the servicing of a site.

(d) A developer may be required to finance, or enter into an agreement to finance when required, the costs associated with the extension of municipal utilities through or adjacent to a site in advance of development in order to allow for the servicing of a site.

10.2 Water Distribution

10.2.1 Purpose

The purpose of these policies is to provide for a suitable water distribution system designed to serve the urban development needs throughout Auburn Bay. The area will encompass two water distribution systems due to an area with a high elevation (i.e., above the 1,052-metre contour). The first water distribution system for lands above the 1,052-metre contour will be linked to the feeder main along Deerfoot Trail SE. The second water distribution system for lands below the 1,052-metre contour will be pressure reduced off the feeder main and linked to the existing distribution systems in McKenzie Towne and Cranston. Water lines servicing the area will connect to these feeder mains in response to the rate of development.

10.2.2 Policies

(1) Design of Water Distribution System

The water distribution system for Auburn Bay shall be designed to adequately and efficiently serve the ultimate development of the area.

(2) Analysis of Water Distribution System

As part of an Outline Plan/Land Use Amendment application, a developer may be required to submit a water distribution analysis along with current development phasing plans to demonstrate that any future development sites can be serviced in accordance with the overall design of the water distribution system for the area.

10.3 Sanitary Sewer

10.3.1 Purpose

The purpose of these policies is to provide for a suitably designed sanitary sewer trunk system to service Auburn Bay. This area will ultimately be gravity serviced through a sanitary trunk tied to the existing sanitary sewerage network in McKenzie Towne and Cranston.

10.3.2 Policies

(1) Design of Sanitary Sewage System

The sanitary sewage system for the planning area shall be designed to adequately and efficiently serve the ultimate development of the area.

(2) Analysis of Sanitary Sewer System

As part of an Outline Plan/Land Use Amendment application, a developer shall submit a sanitary sewer servicing statement to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.

10.4 Stormwater Management

10.4.1 Purpose

The purpose of these policies is to provide for the design and development of a suitable and efficient stormwater management system to serve urban development within Auburn Bay. A Master Drainage Plan has been prepared for the area that provides for a network of stormwater facilities to manage storm drainage and direct it into the Bow River basin and the Shepard Stormwater Management Complex. The most north-westerly lands within Auburn Bay will drain to the existing stormwater management facilities in McKenzie Towne. The northeasterly lands will be serviced by the extension of stormwater facilities in New Brighton and Elgin. Stormwater for the southern lands will be directed towards the existing stormwater infrastructure installed at the western boundary of the community and ultimately into the Bow River through the Cranston outfall. The developer will be required to construct the stormwater facilities in accordance with established policies, guidelines and standards in effect as well as the specific policies of section 8.3 that address stormwater management facilities on reserve land. The location, size and configuration of the facilities will be determined at the Outline Plan/Land Use Amendment stage.

10.4.2 Policies

(1) Design of Stormwater Management System

(a) The stormwater management system for Auburn Bay shall be designed to adequately and efficiently serve the ultimate development of the area.

(b) As part of an Outline Plan/Land Use Amendment application, a developer shall submit a Stormwater Management Plan consistent with the Master Drainage Plan as approved by The City and the Province to demonstrate that the site can be serviced in accordance with the overall design of the stormwater management system for the area.

(2) Best Management Practices for Stormwater Management

(a) As part of the preparation of a Stormwater Management Plan, "Best Management Practices" and alternatives for stormwater quality and quantity enhancement shall be assessed with regard to the following:

(i) developing stormwater facilities with a preference for source controls as opposed to end-of-pipe solutions; and

(ii) subject to section 5.7.2(6) introducing naturalized methods, such as natural wetlands, to mitigate the effects of stormwater run-off into watercourses as opposed to hard engineering measures.

(b) The stormwater management system shall introduce mitigation measures where determined appropriate to address the potential impact on the water quality of existing wetlands and other watercourses.

(c) Where appropriate, the stormwater management system shall be designed to

(i) operate on a gravity basis and utilize the existing wetlands in an environmentally compatible manner, and

(ii) introduce mitigation measures to address the potential impact of water quality on existing wetlands and waterways including the Bow River.

11.0 GROWTH MANAGEMENT POLICIES

11.1 Staging of Urban Growth

11.1.1 Purpose

The purpose of these policies is to ensure that development within Auburn Bay proceeds in an efficient and economical manner through the Outline Plan/Land Use Amendment process. As such, any Outline Plan/Land Use Amendment should comply with the established staging policies of Council.

11.1.2 Policies

(1) Logical Planning, Servicing and Development Area

(a) An Outline Plan/Land Use Amendment application shall

(i) comprise a logical, contiguous and efficient planning, servicing and development area, and

(ii) provide for a compatible and economical pattern of development.

(2) Staging of Outline Plan/Land Use Approval

The approval of an Outline Plan/Land Use Amendment shall be evaluated in terms of its compliance with the staging criteria and processes established by Council.

11.2 Servicing of Urban Growth

11.2.1 Purpose

The purpose of these policies is to ensure that major infrastructure improvements required to serve development within Auburn Bay are identified prior to approval of the Outline Plan/Land Use Amendment. This would include both on-site and off-site transportation and utility infrastructure improvements and facilities. This information is to form part of the decision-making process on an Outline Plan/Land Use Amendment proposal.

11.2.2 Policies

(1) Identification of Infrastructure Improvements and Facilities

(a) As part of an Outline Plan/Land Use Amendment application, a developer shall submit information for the subject site identifying

(i) the major on-site and off-site transportation and utility infrastructure improvements and facilities necessary to serve the subject site.

(ii) provincial, municipal and developer financial obligations for these transportation and utility infrastructure improvements and facilities.

(iii) the projected phasing (rate) of growth.

(iv) the required timing of construction or development thresholds for the provincially and municipally financed transportation and utility infrastructure improvements and facilities, relative to projected land absorption rates, and

(v) as determined appropriate the timing of any downstream transportation and utility infrastructure improvements and facilities required as it relates to the subject site.

(2) Public Infrastructure Improvements in Relation to Budgeting Priorities

As part of the growth management analysis, the Administration shall address the budgeting priorities of The City in relation to any major municipally financed on-site or off-site transportation and utility infrastructure improvements and facilities necessary to serve the subject site.

(3) Report to Council

The report to Council accompanying a Land Use Amendment application should address the proposal in the context of subsection (1) and (2).

11.3 Financing of Urban Growth

11.3.1 Purpose

The purpose of these policies is to address the timing (rate) of development as determined through the Land Use Amendment process in relation to the financing of transportation and utility infrastructure improvements or facilities necessary to serve such growth. In most cases, The City and the developer will be required to finance the necessary infrastructure improvements and facilities. The City's financing requirements for infrastructure improvements and facilities are subject to established municipal budgeting priorities and typically would be initially itemized at the Outline Plan/Land Use Amendment stage and subsequently addressed at the Subdivision and Development Approval stages. Unless otherwise provided for in this Plan, a developer's requirements to finance infrastructure improvements and facilities will be addressed at the Subdivision Approval stage through a *Standard Development Agreement* or *Special Development Agreement*.

11.3.2 Policies

(1) Financing of Development

Unless otherwise provided for in a policy within this Plan, and subject to section 11.4.2(2), any expenditure for studies, improvements or facilities proposed within the Plan shall be funded in accordance with the standard practice for land development in effect at the time the improvements or facilities are being considered.

(2) Financing by The City

(a) Any public expenditures for improvements, facilities or municipal programs proposed within this Plan that are to be funded by The City shall be

(i) subject to The City's capital budgeting priorities and approval process, and

(ii) shall be evaluated in relation to the needs of other communities and city-wide spending priorities.

(3) Financing by Developer

(a) As and when subdivision and development proceeds on a parcel of land, and in accordance with the *Standard Development Agreement* in place at the time, a developer shall pay the specified share of the costs of infrastructure and facilities required to service the site.

(b) Where a developer finances the cost of extending infrastructure that would normally be financed by an adjacent developer, cost-recovery requirements shall apply to the benefiting adjacent developer in accordance with the *Standard Development Agreement*.

(c) Where a developer finances the cost of extending infrastructure that would normally be financed by The City, The City may, subject to subsection (2), enter into a servicing and financing agreement with the developer that details the facilities to be constructed and the method and timing of cost-recovery to the developer.

(d) Each developer shall pay the applicable acreage assessments.

11.4 Coordination of Urban Growth

11.4.1 Purpose

The purpose of these policies is to provide for the co-ordination between land use approval decisions and the budgeting for publicly financed transportation and utility infrastructure improvements and facilities necessary to service growth within the community. The policies identify the basic options that Council may exercise where coordination issues arise. These options will typically need to be addressed at the Land Use Amendment stage.

11.4.2 Policies

(1) Land Use Amendment and Budgeting Process

The Land Use Amendment and the Budgeting process for municipally financed transportation and utility infrastructure improvements and facilities shall be co-ordinated in a manner satisfactory to Council.

(2) Land Use Approval Options

(a) Prior to Land Use approval, where major on-site or off-site transportation and utility infrastructure improvements and facilities are required to be financed by The City to serve the proposed development,

(i) a commitment from The City to undertake the financing of the transportation and utility infrastructure improvements and facilities shall be received, or

(ii) the matter shall be addressed in some other manner that is satisfactory to Council, including but not restricted to

(A) entering into a Special Development Agreement with the developer that addresses funding requirements for infrastructure improvements and facilities,

(B) granting Land Use Approval to enable development to proceed while continuing to monitor the situation in relation to budgeting priorities,

(C) granting Land Use Approval to enable development to proceed and realigning budgeting priorities accordingly, or

(D) withholding Land Use Approval or placing limitations on development until such time as the funding for the required infrastructure improvements and facilities is resolved.

11.5 Review of Urban Growth

11.5.1 Purpose

The purpose of these policies is to provide a process for evaluating pending or outstanding Outline Plan/Land Use conformity with the growth management policies contained in section 11.0 of this Plan. Since growth management has fundamental implications on the Land Use Amendment process, it is necessary to introduce a process that allows for the resolution of any issues early on in the review process. In this respect, the policies provide for a pre-application review process and referral to a Council appointed body when significant issues arise.

11.5.2 Policies

(1) Resolution of Growth Management Issues

(a) Prior to submission of an Outline Plan/Land Use Amendment application, the developer is encouraged to

(i) meet with the Administration to review the proposal with respect to its conformity with growth management policies contained in section 11.0 of this Plan, and

(ii) provide preliminary analysis of the Outline Plan/Land Use Amendment in terms of its conformity with the growth management policies contained in section 11.0 of this Plan.

(b) Where issues are identified concerning the policies contained in section 11.0 of this Plan in relation to the Outline Plan/Land Use Amendment application, the developer shall be given the opportunity to address those issues at the pre-application stage recognizing that such issues may be fundamental to the support and approval of an application.

(2) Council Appointed Body

Where determined necessary, a pending or outstanding Outline Plan/Land Use Amendment application that presents staging or other growth management issues relative to the timing and delivery of necessary municipal capital projects (infrastructure, servicing, or facilities) may be referred by the Administration to the Growth Management Steering Committee or other Council appointed body for a recommendation.

12.0 PLANNING REVIEW POLICIES

12.1 Outline Plan/Land Use Review

12.1.1 Purpose

The purpose of these policies is to require the submission of supporting information by a developer in order to assist Council, the Subdivision Authority and the Development Authority in evaluating a proposal in terms of its conformity with this Plan. While the implementation of the Plan will be achieved through a variety of planning initiatives (subdivision plan, development permits, road closures, development agreements, etc.), the principle means of implementation will occur through the Outline Plan/Land Use Amendment process. As such, comprehensive planning, servicing and transportation studies and analysis may be requested in conjunction with the Outline Plan/Land Use Amendment application.

12.1.2 Policies

(1) Comprehensive Studies

(a) Prior to Outline Plan/Land Use approval, supporting information, above the normal application requirements, may be required by a developer in order to assist Council and the Calgary Planning Commission in evaluating a proposal in terms of its conformity with this Plan.

(b) When a developer does not provide the required supporting information in a satisfactory manner, the Outline Plan/Land Use Amendment application may not be approved.

(2) Concept Plans

(a) Prior to Outline Plan/Land Use approval and as determined necessary, a developer may be required to submit a Concept Plan in order to assist Council or the Calgary Planning Commission in evaluating a proposal in terms of its conformity with this Plan.

(b) Where a Concept Plan is required either through a policy in this Plan, or as part of the Outline Plan/Land Use review process, the Concept Plan

(i) may be shown on the Outline Plan, and

(ii) should show the proposed

(A) land use areas,

(B) building locations,

(C) vehicular access/egress routes,

(D) parking areas,

(E) public roads,

(F) transit stops,

(G) pedestrian connections,

(H) regional pathways,

(I) utility alignments,

(J) public parks,

(K) stormwater ponds, and

(L) adjacent roads and development.

(c) The above requirements may be relaxed or modified as determined necessary in response to a specific proposal.

(d) Where a Concept Plan is required and is not provided in a satisfactory manner, the Outline Plan/Land Use Amendment may not be approved.

(3) Adjacent Shadow Planning

Prior to Outline Plan/Land Use approval, and as determined necessary, a Shadow Plan for an adjacent future development area within the community may be required showing the relationship of the design for the subject site with the future development area.

12.2 Environmental Review

12.2.1 Purpose

The purpose of these policies is to provide for the evaluation of the impact of an Outline Plan/ Land Use Amendment application from an environmental perspective. This evaluation will involve circulation of a proposal to the appropriate external agencies for review and comment; and, the submission of the appropriate environmental, biophysical, historical resources and grading information necessary to undertake this review.

12.2.2 Policies

(1) Environmental Site Assessment (ESA)

(a) Prior to Outline Plan/Land Use approval, a developer

(i) shall submit a current Phase 1 Environmental Site Assessment (ESA) report for the subject site. The report shall

(A) identify actual and potential soil and groundwater contamination; and

(B) be used to determine if the site is suitable for the intended use, as related to environmental issues.

(ii) may be required to submit a current Phase 2 and resulting Phase 3 ESA report for the subject site.

(A) The Phase 3 ESA report shall document how the site would be remediated or risk managed to such an extent that the site will be suitable for the intended land use.

(b) An ESA report shall be

(i) prepared by a qualified professional;

(ii) reviewed to the satisfaction of Environmental Development Review; and

(iii) circulated to the appropriate regulatory agencies for review, as required.

(c) Where required, a developer shall undertake those mitigative measures identified by the ESA report for the subject site.

(d) Additional environmental information at later stages of site development or as outlined in the ESA report may be required.

(2) Biophysical Impact Assessment (BIA)

(a) Prior to Outline Plan/Land Use approval, where the proposal may impact an environmentally significant area, the developer shall submit a Biophysical Impact Assessment (BIA) report prepared by a qualified professional to evaluate the impact and identify any mitigative measures to be introduced.

(b) Where required, the developer shall undertake those mitigative measures identified in the BIA report for the subject site.

(3) Historical Resources Impact Assessment (HRIA)

(a) Prior to Outline Plan/Land Use approval, an Historical Resources Impact Assessment (HRIA) report may be required for the subject site.

(b) Where required, the developer shall, to the satisfaction of Alberta Community Development, undertake those protective or mitigative measures identified in the HRIA report for the subject site.

12.3 Density Review

12.3.1 Purpose

The purpose of these policies is to provide for the submission of appropriate information in order to allow for the evaluation of a proposal in terms of its compliance with the density requirements of the Plan. This information will take the form of a Density Analysis submitted as part of an Outline Plan/Land Use Amendment application that is, in turn, refined and resubmitted at the Subdivision Approval stage.

12.3.1 Policies

(1) Density Analysis

(a) In conjunction with an Outline Plan/Land Use Amendment application, information shall be submitted identifying

(i) the maximum and anticipated density of the site,

(ii) the maximum and anticipated density of residential development within a neighbourhood node and the transit station planning area located within the site.

(2) Density Monitoring

(a) The Density Analysis under subsection (1) should

(i) be updated and resubmitted with each subsequent Plan of Subdivision and, if determined necessary, each development permit for a residential project within the original Outline Plan/Land Use Amendment application area, and

(ii) identify the actual number of dwelling units proposed within the Plan of Subdivision or Development Permit in relation to the actual and anticipated dwelling units within the balance of landowners' lands within the community.

12.4 Reserve Review

12.4.1 Purpose

The purpose of these policies is to provide for the review of the allocation of creditable and environmental reserve within a community. Creditable reserve will be addressed through the submission of a Reserve Analysis in conjunction with an Outline Plan/Land Use Amendment application. The analysis will comprehensively address the proposed allocation of creditable reserve owing on the subject landholdings. Environmental reserve will need to be delineated through an Outline Plan/Land Use Amendment application. Additional biophysical, engineering and design information may also be required as determined within the Biophysical Impact Assessment.

12.4.2 Policies

(1) Creditable Reserve Analysis

(a) Prior to approval of an Outline Plan/Land Use Amendment application, a Reserve Analysis shall be submitted by a developer identifying

(i) the amount of creditable reserve owing on an ownership basis within the community and the subject site, and

(ii) the proposed allocation of this reserve.

(2) Environmental Reserve Analysis

(a) In conjunction with the Outline Plan/Land Use Amendment application, the following should be submitted when ER is to be dedicated:

(i) a field surveyed boundary of any ER lands with the boundary shown on the Outline Plan;

(ii) a Biophysical Impact Assessment report prepared by a qualified professional;

(iii) a Preliminary Grading Plan showing the extent of any grading or disturbance proposed on reserve lands, including grading for roads, pathways and stormwater management facilities;

(iv) a Restoration Plan showing the proposed landscape and method of restoration for any ER lands that have been or are to be graded or disturbed;

(v) a Concept Plan showing the design of the stormwater facility and any related recreational amenities;

(vi) a Stormwater Management Report consistent with the Master Stormwater Drainage Plan;

(vii) any other analysis or information considered necessary to evaluate the proposal.

12.5 Transportation Impact Review

12.5.1 Purpose

The purpose of these policies is to provide for the submission of a Transportation Impact Study to address the network improvements required to serve a proposed development. The required study would be submitted in conjunction with an Outline Plan/Land Use Amendment application and may be updated at the Subdivision Approval stage or Development Permit Approval stage as required. The study will need to address both the local and regional road network improvements required to serve the site.

12.5.2 Policies

(1) Transportation Impact Study

(a) Unless determined otherwise, a Transportation Impact Study in conjunction with an Outline Plan/Land Use Amendment application shall be submitted.

(b) The Transportation Impact Study shall address

(i) the internal road network, including the design, capacity and timing of the network improvements necessary to serve the subject site;

(ii) the perimeter road network, including the design, capacity and timing of construction of 196 Avenue SE and 52 Street SE required to serve the subject site; and

(iii) the coordination of the development of the subject site with timing of construction and capacity of the transportation improvements on the adjacent portion of Deerfoot Trail SE and Marquis of Lorne Trail SE.

(2) Update of Transportation Impact Study

The Transportation Impact Study may be required to be updated and resubmitted with a subsequent Subdivision application or Development Permit application within the Outline Plan/Land Use Amendment application area.

12.6 Pedestrian and Bicycle Circulation Review

12.6.1 Purpose

The purpose of these policies is to provide for convenient and efficient pedestrian and bicycle routes throughout the community. In this regard, a Pedestrian/Bicycle Routing Plan will need to be provided as part of an Outline Plan/Land Use Amendment application. This plan will need to identify both regional and local pedestrian routes in relation to the site as well as to transit stops, neighbourhood nodes, the transit station and the core commercial centre.

12.6.2 Policies

(1) Pedestrian/Bicycle Routing Plan

(a) In conjunction with an Outline Plan/Land Use Amendment application a Pedestrian/Bicycle Routing Plan should be submitted to demonstrate that a convenient and efficient routing network is provided for local and commuter pedestrian and bicycle trips in relation to the site and the surrounding community.

(b) The Pedestrian/Bicycle Routing Plan shall

(i) show the proposed

(A) roads, sidewalks, walkways, pathways, and bikeways;

(B) open space, including linear park connections; and

(C) other key pedestrian linkages;

and

(ii) demonstrate that pedestrian routes will provide for

(A) interconnected internal pedestrian routes within residential neighbourhoods that avoid major roads insofar as possible; and,

(B) efficient connections for pedestrian movement from residential neighbourhoods to transit stops achieved by means of

(I) public roads with sidewalks,

(II) paved and lighted walkways that are short and convenient, and

(III) other methods satisfactory to the Approving Authority.

12.7 Transit Service Review

12.7.1 Purpose

The purpose of these policies is to provide for a Transit Coverage Plan to co-ordinate the design of a development with the public transit service for the area. The Transit Coverage Plan will need to address the transit routing options and coverage in relation to development and the pedestrian connections to transit stops from the development. The plan would be submitted as part of an Outline Plan/Land Use Amendment application.

12.7.2 Policies

(1) Transit Coverage Plan

(a) In conjunction with an Outline Plan/Land Use Amendment application, a Transit Coverage Plan shall be submitted

(i) showing the proposed

(A) routing of public transit buses,

(B) location of transit bus stops, and

(C) residential dwellings within and beyond the prescribed transit coverage areas,

and

(ii) demonstrating that the internal road network will accommodate

(A) convenient and efficient pedestrian connection to transit service, and

(B) suitable transit coverage.

12.8 Market Review

12.8.1 Purpose

The purpose of these policies is to establish criteria and a review process for evaluating a Commercial Centre from a market perspective. This will involve the submission of a Market Demand and Market Impact Analysis in conjunction with a Land Use Amendment application for a commercial centre. This analysis would only be required where the scale and composition of the commercial proposal significantly departs from the purpose and policies outlined for the Core Commercial Centre.

12.8.2 Policies

(1) Submission to Market Demand and Impact Analysis

Where determined appropriate and necessary due to its scale or composition, a commercial centre may be required to be analyzed in terms of its market demand and market impact on the existing and planned retail hierarchy in the area.

(2) Review of Market Demand and Impact Analysis

Where a market demand analysis or a market impact analysis is submitted it may be required to be evaluated by an independent consultant as part of the review process with the cost of this evaluation to be borne by the developer.

12.9 Utility Servicing Review

12.9.1 Purpose

The purpose of these policies is to provide for the submission of servicing studies and analysis considered necessary to evaluate a proposal. This information would relate to municipal utilities including the water distribution system, the sanitary sewage system and the stormwater management system. The various servicing studies and analysis would be required at the Outline Plan/Land Use Amendment stage.

12.9.2 Policies

(1) Water Distribution System

In conjunction with an Outline Plan/Land Use Amendment application, a Water Distribution Analysis shall be submitted to demonstrate that the subject site can be serviced in accordance with the overall design of the water distribution system for the area.

(2) Sanitary Sewage System

In conjunction with an Outline Plan/Land Use Amendment application, a Sanitary Sewer Servicing Analysis shall be submitted to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewage system for the area.

(3) Stormwater Management System

In conjunction with an Outline Plan/Land Use Amendment application, a Stormwater Management Plan, consistent with the Master Drainage Plan as approved by The City and the Province, shall be submitted to demonstrate that the subject site can be serviced in accordance with the overall design of the stormwater management system for the area.

12.10 Financial Review

12.10.1 Purpose

The purpose of these policies is to ensure that major transportation and utility infrastructure improvements and facilities required to serve development within the planning area are identified prior to Outline Plan/Land Use approval. This infrastructure would include both on-site and off-site roadway and utility improvements. It is intended that the information would form part of the decision-making process on an Outline Plan/Land Use Amendment proposal.

12.10.2 Policies

(1) Infrastructure Improvement Analysis

(a) As part of an Outline Plan/Land Use Amendment application, a developer shall identify

(i) the major on-site and off-site transportation and utility infrastructure improvements and facilities necessary to serve the subject site;

(ii) the financing obligations for these improvements and facilities;

(iii) the anticipated timing of construction of the transportation and utility infrastructure improvements and facilities relative to projected land absorption rates;

(iv) the timing or development thresholds of any provincially or municipally-financed transportation and utility infrastructure improvements and facilities; and

(v) as determined appropriate, the timing of any downstream transportation and utility infrastructure improvements and facilities.

(2) Public Infrastructure Improvements in Relation to Budgeting Priorities

The Administration shall identify the budgeting priorities of The City and the Province in relation to any major provincially or municipally-financed transportation or utility infrastructure improvements and facilities necessary to serve the subject site identified under subsection (1).

(3) Report to Council

The report to Council accompanying a Land Use Amendment application should address the proposal in the context of subsection (1) and (2).

13.0 IMPLEMENTATION POLICIES

13.1 Approval Process

13.1.1 Purpose

The purpose of these policies is to provide for the implementation of the policies within the Plan through the Outline Plan/Land Use Amendment process. While the implementation of the Plan will be achieved through many different planning initiatives, the principle means of implementation will occur through the Outline Plan/Land Use Amendment process. Under this process, lands are retained within a holding district that will allow only existing low intensity agricultural uses. Council will redesignate lands to the applicable residential, commercial, recreational or other land use districts. Prior to redesignation, an Outline Plan will need to be approved in order to resolve any design, transportation, and servicing issues, and any proposed redesignation should comply with the policies of this Plan.

13.1.2 Policies

(1) Land Use Approval

(a) The timing, direction, and extent of urban growth within Auburn Bay shall be determined primarily through the Outline Plan/Land Use Amendment process, which establishes the design and land use pattern for the subject site and enables subdivision and development to proceed.

(b) The land use designations in effect at the time of approval of this Plan shall

(i) continue to apply in accordance with the provisions of the *Municipal Government Act*, and

(ii) remain in effect until it is determined appropriate to redesignate the lands to appropriate districts in accordance with the policies of this Plan.

(2) Outline Plan Approval

Land Use approval under subsection (1)(b)(ii) should not be granted unless the Calgary Planning Commission first approves an Outline Plan for the site.

(3) Transitional Development

Transitional and temporary uses allowed under the land use district in effect that do not comprise the ultimate urban development of site such as extensive agriculture, temporary storage or resource extraction, may be allowed where determined to be compatible and appropriate.

(4) Subdivision Conditions and Land Use Controls

(a) In order to implement the policies and maps of this Plan

(i) unique conditions may be applied to an Outline Plan by the Calgary Planning Commission and enforced through the Subdivision Approval process. and

(ii) land use controls may be applied to a site by Council through the Direct Control District provisions of the *Municipal Government Act* and enforced through the Subdivision Approval or Development Permit Approval processes.

14.0 INTERPRETATION

14.1 General Definitions

The following general definitions shall apply:

(1) Approving Authority means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the case may be.

(2) Calgary Planning Commission means the Calgary Municipal Planning Commission constituted following the Municipal Planning Commission Bylaw.

(3) Community means a logical, physical and social planning area, which is predominately residential in character, defined by significant natural or man-made features and containing an adequate population base to support schools, parks and community facilities necessary to serve the residents.

(4) Council means the Council of The City of Calgary.

(5) Creditable Reserve Land means the reserve owing on a parcel of land that is to be dedicated as municipal reserve (MR), school reserve (SR) or municipal and school reserve (MSR) through the Subdivision Approval process in accordance with the *Municipal Government Act*.

(6) Gross Area means the total area of land contained within the property lines of a site.

(7) Gross Developable Area for the purpose of calculating density means the gross area of a site, excluding environmental reserve, expressway, freeways, interchange lands, commercial sites and private recreational sites greater than 2.4 hectares in size and any land purchased by The City.

(8) Multi-Unit Residential Use means a residential building containing two or more dwelling units and includes a semi-detached dwelling, a duplex, a townhouse and an apartment.

(9) Neighourhood means a portion of a community and is generally defined by a 400-metre radius or five-minute walk from a central bus stop located within a neighbourhood node.

(10) Net Developable Area means the gross developable area of a site excluding any public road rights-of-way, reserve land or public utility lots.

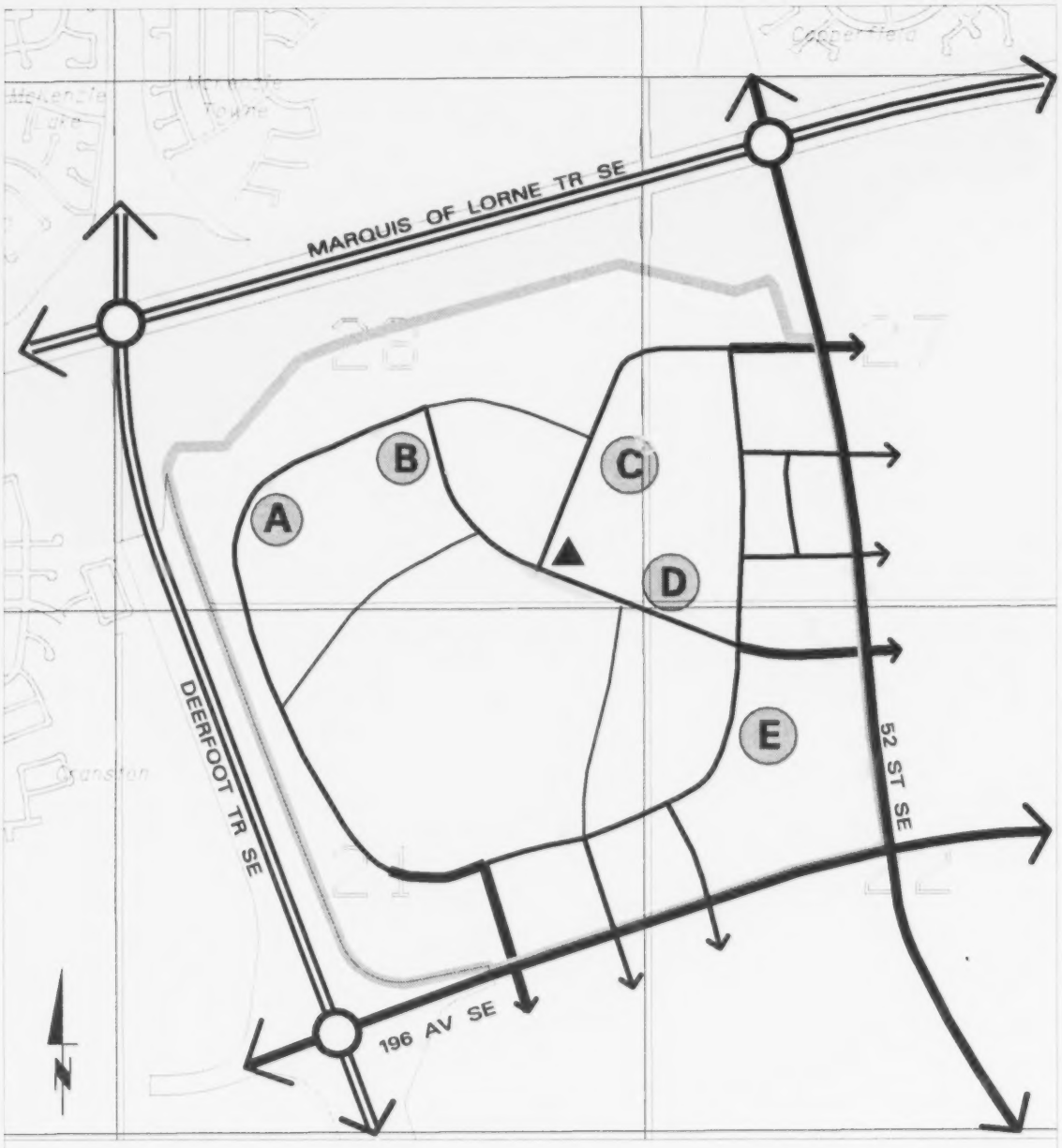
(11) Secondary Housing means a small-scale ancillary residential unit developed in conjunction with a single-detached dwelling, and includes a studio suite and an accessorysuite.

APPENDIX 1
JOINT USE SITE (JUS) GUIDELINES

APPENDIX 1 JOINT USE SITE (JUS) GUIDELINES

The Joint Use Site (JUS) and Community Centre Site requirements for Auburn Bay are identified in the following table and shown on the Joint Use Sites map.

JOINT USE SITE (JUS) AND COMMUNITY CENTRE SITE REQUIREMENTS			
Site	**Type of Site**	**School Board**	**Approximate Size Hectares (Acres)**
A	Elementary School	Calgary Separate School District	4.1 (10)
B	Elementary School	Calgary Board of Education	4.1 (10)
C	Junior High School	Calgary Board of Education	4.9 (12)
D	Elementary/Junior High School	Calgary Separate School District	4.9 (12)
E	Elementary School	Calgary Board of Education	4.1 (10)
	Community Centre		1.2 (3) - 1.6 (4)
1. The exact size and location of a Joint Use Site will be determined at the Outline Plan/Land Use Amendment stage.			



Auburn Bay

Map 3

Joint Use Sites

Community Boundary

A Joint Use Site

Community Centre Site

Internal Road Network

THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT

This map is conceptual only. No measurements of distances or areas should be taken from this map.

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